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# Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,691 號一十九年陸千四萬一第 日七月初月四年春十三光 HONGKONG, WEDNESDAY, MAY 10TH, 1905. 三拜禮 號十月五年五零百九千一英港香 PRICE, \$3 PER MONTH.

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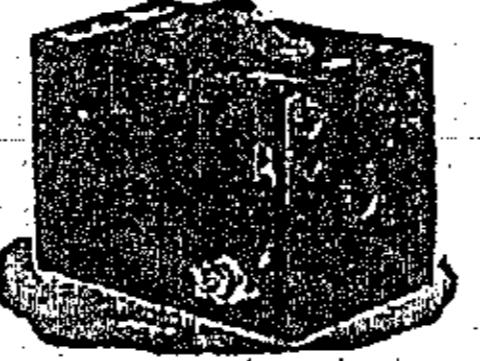
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## INTIMATION

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Correspondents must forward their names and addreses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Liber's

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BIRTHS.  
On 3rd May, at Shanghai, the wife of S. Hengzhuo, of a son.

DEATHS.

On 30th March, at Tungbridge Wells, JAMES McNALLY DICK, late of S. C. Farnham &amp; Co., Shipbuilders, Shanghai, in his 59th year.

On 23rd April, at Linoyang, Manchuria, ERNEST MARGARET COOMBS, wife of Dr. A. MACDONALD WESTRAVEN, United Free Church of Scotland Mission.

## The Daily Press.

HONGKONG OFFICE: 14, DE VILLE ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MAY 10th, 1905.

As we suspected, REUTER was misled in reporting Admiral ROZHDESTVENSKY sick. At least, there is reason to believe so, now that a well informed French journal *L'Opinion*, publishes an emphatic denunciation of the Russian admiral. On the other hand, the fact that two of his sailors have had to be put ashore with cholera is a bad omen for the well-being of his forces. Our French contemporaries are also confirming our idea that France, in respect of the neutrality of her Chinese colony, has been more sinned against than sinning. With regard to the Colonial Government's much commented upon censorship of telegrams, we omitted to point out that if the authorities had accorded facilities to the correspondents who were besieging the telegraph offices, they would have laid Russia's ally open to a charge of bad faith. It is not yet forgotten what a fuss was made about the British Government's failure to put an immediate stop to the erection by the *Times* men of wireless telegraphing apparatus at Wei-hai-wei. It is now further stated, with every semblance of earnestness and authority, that it was false to say that the Russian Armada stayed in or returned to French waters with the complicity of the local Government. The story published in these columns, describes

how the officials prayed Admiral ROZHDESTVENSKY to consider their dilemma, torn between inclination and duty, has colour lent to it by one French newspaper which refers in the warmth of terms to the Russian Admiral's consideration, courtesy and discretion. The account that tells how the Russians made a boom across a side entrance to Camranh Bay by means of chained barges does not detract from this, since the device was probably resorted to before the French made their appeal to him. Incidentally, we learn that the French did not know, until the Russians showed them, what a magnificent harbour they had at Camranh. Admiral ROZHDESTVENSKY and his officers raved about its capacity and natural advantages, and the first named pointed out that it could easily be made into a French Hongkong. Little wonder, therefore, that the discoverers were loath to leave such a fine refuge. One French journal, remarking on the advantages of a good harbour right on the Singapore-Hongkong route, says that although it has been left to strangers to discover it, the Colonial Government may find it still well worth their attention. No doubt, as time goes on, the French Government will find it useful to devote some study to its possibilities. The Russian

Armada really seems to have torn itself away this time; but it is still in or near French waters. When last seen by our French confreres, the Armada included a steam water boat. In addition to the twenty-five fighting craft, and the floating blacksmith's shop about which we heard before, this vessel, formerly an oil tank steamer, was carrying fresh water to supply the Russians. The price of six centimes a litre, or approximately fourteen cents Mexican a gallon, is reported as the amount paid by the Russians for the water supplied to this carrier. Here seems to be promised a chance for the Hongkong Steam Water-boat Company, which presumably would be glad to water the whole fleet on those terms. We do not suppose that at this late date either of the belligerent Powers will attempt to add water to their lists of articles contraband! At Vladivostock, it is now stated there are half a dozen submarines, which arrived by rail, the *Phare*, the *Protector*, the *Fulton*, and three others of the *Dolphin* type. A dry dock is being made ready; and auxiliary floating batteries are being installed. Enormous quantities of coal have been accumulated. The entrances to the harbour are thickly sown with submarine mines. The number of efficient fighting men there is somewhat optimistically put at a little over one hundred thousand; and it is alleged that reinforcements are arriving daily. Whence and how are the questions left unanswered. There is also a repetition of that to which we were treated in the case of Port Arthur, namely, accounts of enormous numbers of guns, and so on. When Vladivostock falls, we presume Port Arthur history will once more repeat itself. After all these boasts of invincibility, it will have to be said that the commander of the garrison sold it. The latest that seems to have been heard of Admiral Togo was that the majority of his fleet was at Masampho on April 20th. There is a Manila report that he has gone to try to cut off the Third Baltic Squadron, but that is hardly worth noticing. Besides we have the persistent rumours that NEBOGATOFF and ROZHDESTVENSKY have effected a junction. A theory emanating from Tokyo that the Japanese are in no hurry to fall upon their naval enemies coincides with the opinion we have consistently entertained. Delay is now all in favour of the Japanese navy. It is irksome for those of us who are waiting impatiently for the restoration of normal shipping conditions; but we have the satisfaction of believing that this trial of our patience is helping to assure the ultimate issue.

Another plague case was recorded yesterday.

No inquiry is to be held touching the death of the widow of Captain Murphy, which occurred at the Government Civil Hospital on Monday night.

Two Chinese "boys" were yesterday committed by Mr. Orme at the Police Court to take their trial at the Criminal Sessions for throwing sulphuric acid on a girl in a Kennedy town brothel.

Eleven bloodhounds have reached Manila from America on a transport. It is understood that they are to be utilised for the trailing of outlaws who refuse to submit to the authorities.

There is probably some mistake about a Shanghai report announcing that certain houses were to be closed "and to be sent from Shanghai if brought up again on a similar charge." In any case, we hope these buildings will avoid anything likely to provoke their deportation. Houses are none too plentiful out here.

The fund started in Bombay for the relief of the widows and families of Japanese soldiers and sailors who have fallen in the war amounted according to latest mail news to Rupees 93,695.9.

For impersonating a constable, assaulting a hawk, and being in unlawful possession of a police whistle, Mr. F. A. Hazelton at the Police Court yesterday sentenced a coolie to one month's hard labour.

The troopship *Dufferin* arrived in port yesterday with 37 officers and 811 troops of the 21st Punjabis. The captain reports having experienced very foggy weather throughout the trip, and was delayed a day in consequence.

A native was arrested in Hollywood Road with a number of small parcels of illicit opium, which he was probably hawking for sale, concealed about his person. Charged before Mr. F. A. Hazelton at the Police Court yesterday he was fined \$250.

Referring to Hongkong's last Budget, the N.C. *Daily News* correspondent says: In spite of this excellent showing, there is as yet no promise of reducing the high market tolls that are one of our taxes on food. I am told His Excellency does not consider that we have any real reason to grumble at the prices of meat, although he admits rents are high.

Major C. McD. Townsend, the engineer in charge of the harbour improvements of Manila is leaving the East. Referring to his work a Manila contemporary says: Manila now has a harbour of 350 acres dredged to a depth that will accommodate the largest ocean liners, and a block of 80 acres upon which ships can directly unload without the ruinous expense of re-shipping in small native crafts.

The battleship squadron of the American Asiatic fleet will shortly sail from Cavite for Chefoo and the *Oregon* will begin her long journey across the Pacific, supposedly to Portland, to take part in the exposition to be held there. The cruiser *Raleigh* and the *Baltimore* left Cavite at daybreak on the 4th inst. Their destination was telegraphed to be "a mystery to most of the people here."

The American transport *Sherman* sailed from San Francisco on the 2nd en route to Manila, having on board the 9th infantry, consisting of the full complement of officers and 750 enlisted men, the 2nd squadron of the 7th cavalry consisting of the officers and 254 enlisted men, 14 hospital corps men, 108 recruits for the 2nd cavalry, 34 for the 12th infantry, and 12 casualties.

The detention at Hongkong of the relieved Mahatras is thus mentioned in the N.C. *Daily News*: It must be rather a disappointment to the detained lot, hearing of old familiar scenes, and stopped on the very hour of their return thither. But they don't show it. "How fashion you stop this side?" drew a big gleam of beautiful ivory in one case. "He" (thumb jerked Government Housewards) "needs fight men. Ver' good. I stop."

A tram conductor was charged before Mr. F. A. Hazelton at the Police Court yesterday with embezzling 10 cents of the Company's money. P. S. Blackman informed His Worship that he gave the conductor the fare from Ichouen Street to Murray Barracks and was handed a used ticket in return. His Worship remarked that previous convictions had evidently not had a deterrent effect. He would therefore sentence the defendant to six months imprisonment and six hours stocks.

The Manila *Cabecera* in notifying the public that there would be no issue of the paper on the 8th inst. explained that the labour unions had ordered the compositors to abstain from work on that day when the Unions would make a festa. Our contemporary adds:--"The *Cabecera* regrets this shabby treatment of the public but as the Philippines are for the Filipinos, perhaps it is as well to get used to the dictation of the native union now as later."

Fish is very plentiful at Newchwang, and the Russians attempted to institute a tax on the product, but in compliance with the urgent representations of the fishermen they withdrew it, the *P. & T. Times* says. The Japanese, seeing, however, how plentiful the fish are, have now given orders that all fishing boats entering the harbour must pay 5 per cent ad val or be treated as smugglers. The fishermen are protesting as they maintain fish cannot stand being held over for examination at the Customs pleasure and their losses will be serious.

A coolie who broke into a house at Moon Street, Wan-chai, and got away with a quantity of clothing, was probably so elated by his success that he entered a second residence near the Cotton Mills at East Point. His second attempt was not so successful. He was immediately taken to No. 2 Police Station, and at the Police Court yesterday, at the instance of Inspector Gould, was charged before Mr. F. A. Hazelton with house-breaking. On each charge he was sentenced to one month's imprisonment, the sentences to be concurrent.

Two American army lieutenants lost their lives last week while out sailing at Lae Banos, Philippine Islands. Both belonged to the 4th Infantry. A part of the boat's equipment had fallen into the water and Lieutenant Ashton Boyle sprang into the lake to recover it. His companion realising the danger instantly put the boat on another tack and sailed toward him. Before he could reach him Lieutenant Boyle sank. Lieutenant Woodhouse leaped to his rescue. The lake bottom is covered with treacherous grass and Boyle knew this well. He probably thought that his friend was entangled in this growth and endeavoured to save him. Neither ever rose to the surface again.

There is probably some mistake about a Shanghai report announcing that certain houses were to be closed "and to be sent from Shanghai if brought up again on a similar charge." In any case, we hope these buildings will avoid anything likely to provoke their deportation. Houses are none too plentiful out here.

Diplomacy no longer speaks of the "open door" in the East, says the *Japan Advertiser*. "Accessories inter-reverbal communication" is what Japan is fighting for.

The Coffer-dam, launched at the Kowloon Dock on Saturday, which is to endeavour to release the stranded French cruiser *Sudley*, left for the scene of her lab or last night. She was towed out of harbour by the *Robert Cooke*.

*L'Indo-Chinois* of May 4th is sorry to announce that its contemporary *L'Indo-Chine Républicaine*, is suspending publication owing to financial difficulties. They hope that M. Giret may only be laying down pen temporarily.

Interest is being taken in Manila in cases arising out of money lending at high rates of interest. One department has officials who have, it is said, been paying ten per cent. a month to moneylenders, and it refuses to help the creditors to recover.

A Manila Judge on the 4th May ordered the deportation of Lim Tan, See Hee and Tao Lim, three Chinese found to be without certificates of registration. They were turned over to the customs authorities for execution of the order of the court and were to be placed aboard the next steamer leaving Manila for Hongkong.

A Manila dentist has stated that the Chinese are fond of displaying gold fillings in their teeth. As far as profit is concerned I prefer the Chinese trade to anything but the gilt-edge American trade every time. Besides, the Chinaman is as brave as a lion when it comes to punishment, submitting to the most painful operations without a murmur.

A small outbreak of fire occurred yesterday morning at seven o'clock in the dormitory of the boarders in St. Joseph's College at Robinson Road. The Fire Brigade turned out, but their services were not required, as the fire was put out by the boys and the Christian Brothers. The damage done was slight. It is said that the fire was caused by a glowing cigarette end being thrown on the floor.

The Manila Electric Railway and Light Company has asked the municipal board to return to it a further sum of \$50,000 out of the remainder of the \$75,000 left of the \$175,000 deposited as a guarantee for the proper construction of the road and completion of their contract. \$100,000 has already been repaid, and the remaining \$25,000 is to be left as a guarantee of good management.

The *Allgemeine Zeitung*, of Berlin, declares that the Czar is wholly under the influence of Father John of Kronstadt, with whom he consults on all occasions as to what prayers he should offer. The Czar, it is added, spends several hours each day saying whatever prayers are recommended by Father John. There is an idea in some quarters that His Majesty is past praying for.

The *Singapore Free Press* quotes a Saigon paper as saying: "Numerous business failures (*Krachs finanziere*) are announced at Singapore and Hongkong. More than a hundred wholesale and retail houses here have surrendered their ledgers. If this news is exact it cannot fail to have an effect on local trade." It is thought that these "Krachs" are the consequence of the war and the captures made by the belligerents of ships carrying contraband."

According to the *Singapore Free Press*, the Chinese Christian Association at that place has been debating the question: "Which is the more convenient mode of travelling for the public: the Tramway or the Ricles?" The verdict has not yet reached us. Since the electric divisions started in our local trams were inaugurated, the trams gain the vote; but until the fares are adjusted, there will still be many who vote for the man power vehicle.

Albert R. Hager, who was sent to St. Louis with the Exposition Board, desired some information from the Filipino students in the United States, and wrote to one young man in California asking him what "tribe" he belonged to in the Philippines. The reply which he received was something of a surprise to the tasteless inquirer. The young man warmly denied that he belonged to any "tribe," and made it nothing less than an insult to be referred to in the same way as the American Indian. The young man concluded by stating that if the Americans looked upon the Filipinos in that light he did not wish any longer to be considered as belonging to America.

THE "ALBION'S" CONCERT.

The concert arranged by Chief Armourer Hawes, of H.M.S. *Albion*, which took place in the Seamen's Institute at Kowloon on Monday evening was a decided success. Contributors to the programme were drawn from the *Albion's* crew, and their songs and recitations were rendered with that gusto so characteristic of sons of the sea. Despite the hot weather, the institute was packed to its utmost capacity, and the rounds of applause following each item testified the approval of the audience. In many instances encores were insisted upon.

The programme was as follows:--

Song, "The Good Old Song"; Mr. Cox; Song, "Save a bit for your Tutor"; Mr. Walters; "Sweet Suzanne"; Mr. Cullinan; Story of a Tack; Mr. Clark; Recitation, Mr. Black; Song, "If the Missis"; Mr. Gaynor; Duet, "Khaki"; Messrs. Walters and Clark; Song, "The Village Blacksmith"; Mr. Hawes; Hornpipe, Mr. Ewing; Song, "Bluebell"; Mr. Palmer; Duet, "China Fleet Brigade"; Messrs. Clark and Bonner; Song, "Eileen Alanna"; Mr. Cox; Stump speech, Mr. Walters; Songs, "The Captain said" and "I'll stick to the ship"; Mr. Tiller.

## TELEGRAM.

[REUTER'S SERVICE]

## THE STUD.

LONDON, 7th May.  
M. Bass, the owner of *Le Stud*, has bought the stallion Cyllene, for 30,000 guineas.

## FLOATING MINES.

A notification signed by Sir Pelham Warren, H.M.'s Consul-General at Shanghai, in reference to the frequent reports concerning floating mines at sea, says that an investigation has been made by H. M. S. *Hogue*, with the result that the conclusion is formed that the reports concerning the danger have been greatly exaggerated. The notice says that "although mines do exist, it is probable that what are taken for mine sets in many cases only floating casks, logs of wood, etc." If this conclusion is well founded, it is very discreditable to the authors of the reports, who frequently spoke of explosions, &c. The N.C. *Daily News* says:--"It is of little use that Mr. Joseph Walton, Sir T. Dewar, and other members of the House of Commons should busy themselves as they do with Chinese questions, when such gross and misleading explanations are given by the Government. For sheer evasion the answer of Capt. Przymus, Secretary to the Admiralty, when asked by Sir T. Dewar whether Admiral Nelson was taking any measures to destroy drifting mines, is unspeakable. He said:

"The Commander-in-Chief has already been communicated with, and he has reported a general case in which mines have been sighted by His Majesty's ships. As far as possible of those mines have been destroyed, and any others that may be met with will be destroyed."

Of course, the House of Commons concluded that these mines had been destroyed by H. M. ships.

## BAD OUTLOOK FOR KWANTUNG FARMERS.

The two main products of agriculture in Kwantung are rice and silk. The continuous depression gloom and damp are more than threatening both, for the coming year. Unless there is a speedy change, the result will be serious.

The seedbeds in which the rice is thickly sown and become a healthy shoot, it is transplanted into the ordinary paddy field, have not been able, because of the damp and cold weather, to develop healthy sprouts, without which there is little hope for an abundant harvest. The absence of sunshine is also felt by the eggs, and by the young worms which have considerable difficulty in keeping themselves alive, to say nothing of developing into vigorous life. Moreover, the mulberry trees are not putting forth the customary fresh strong leaves, and those which may be available for gathering are extremely expensive. These things obtaining, it is quite clear that anxiety must fill many families. Unless fine warm weather comes soon, the output of silk will be poor in quality and diminished in quantity, and so will affect the business of European houses, which are extensively interested in the silk trade. Those things being considered without difficulty, appreciate the restlessness of the mandarins, though we may smile at the methods they think wise to adopt in order to remove the threatening danger.

## TROUBLE IN A SHANGHAI COTTON MILL.

At the Shanghai Mixed Court, on 29th April, an unemployed native, was charged with being concerned with others in creating a disturbance and assaulting a Police sergeant, whilst in the execution of his duty, at the Chih-shing Cotton Mill, thereby endangering the peace and order of the Settlement. Another unemployed native was charged with assaulting an Indian Police Constable under similar circumstances at the same date and place. From the evidence, it appeared that at the cotton mill there was an overseer who, the native employees alleged, was continually squeezing and frequently assaulting them. The men refused to continue work unassisted, this overseer was at once dismissed. The manager refused to dismiss the overseer, and assembled at the mill on the 29th of April, refused to continue their work and demanded payment of their wages up to date. A riot ensued, in the course of which the mob did some \$1s. 1,500 worth of damage to the windows, machinery, etc., at the mill. There was a large mob outside the mill gate. While facing the gate and trying to keep the mob in order, the Indian was struck on the back of the head with a stone. He turned round quickly and saw the man

## FRENCH COLONY NOT GUILTY.

An independent correspondent says he can assure his journal that it was false to say that the Russians stayed in French waters with the complicity of the local Government.

## WATER TWO CENTS A DRINK.

A French correspondent at Camranh says the Russian Fleet as it left there comprised 25 war ships, a strong towing vessel for Frenchmen, a barge-workshop with forge, and a water-boat with good water for all. The last was formerly an oil-carrier. The water cost the Russians six centimes a litre (about 14 pints), which seems enough. There should be a pre-table opening for the local company's steam water-boats, if water is not contraband.

## ROZHDESTVENSKY AT HONGKONG.

Apologies for this heading. It is true, but misleading. It appears that Rozhdestvensky and his officers were so delighted with the magnificent natural harbour of Camranh that they christened it "an Hongkong French."

## EXPERT OPINION.

A British naval officer staying in Yokohama told the *Advertiser* that the natural position for Togo to take is in the Badou Channel off Nansha Cape, the southern extremity of Formosa. Here he could guard the two passages that lead from the China Sea north and will be in a position to intercept Rozhdestvensky should he slip through Mindoro Channel and come up the east coast of the Philippines.

## TOGO'S LAIR.

A Japan theory is that Admiral Togo is probably in some secret anchorage among the bays and reefs west of the Philippines and north of Borneo, with fast-scout vessels, equipped with wireless telegraphy, at each of the passages.

## SIGNIFICANT.

A Manila paper seemed surprised by the following incident. An American ship in harbour tapped the message: "Any wireless inside?" It replied: "Do you wish to communicate?" but there was no answer. Of course the inquirers had learned all they wanted to know.

## A FOURTH SQUADRON.

The *Nagasaki Press* had a telegram to say that a fourth Baltic Squadron, consisting of the battleships *Alexander II* (9,927 tons), *Saratov* (13,000 tons), and *Pavel I* (?), the second-class cruiser *Admiral Korolev* (5,000 tons), and the *Azora* (?), will pass the Suez Canal in July.

## NETHERLANDS INDIES.

The Java papers have given voice to the Colonial apprehensions on the near approach of the Baltic Fleet and the supposed danger the Netherlands Colonies were in. This seems to have been to some extent a reflection of the strong feelings in the Mother Country. The *Locomotief* of April 18th quotes from the Hague *Telegraaf*, whose correspondent wrote that he had had an interview with a politician who may be supposed to be well informed about the transactions in the Ministry for Foreign Affairs. He confirms the report that the Japanese Government sent a firm note to the Netherlands Government regarding the position of the East Indies in connection with the Baltic Fleet. He also says that communications have been exchanged with the German Government as to the desired protection from possible attack by another Power. At first the German Government did not want (so he says) to have anything to do with such an affair. He cannot tell the point the negotiations have reached, but he says Germany demands too much—several coal stations; a special tariff on German manufactures in the Indies, &c. The weak attitude of the Minister for Foreign Affairs caused the Netherlands Government to send after him another diplomat to assist him.

"The Locomotief" of April 18th also mentions a growing uneasiness as to the Colonies. The ministers had been called together several times and the ministry for foreign affairs was in a terrible disorder. The Japanese Note was a stiff one and called attention to the necessity of observing strict neutrality, and the Colonial Department hardly knew what to do. The only available ships, the *Zeeeland* and the *de Ruyter* have been sent to India, so that the remaining fleet consisted of three battleships, five small cruisers and a few torpedo boats.

Sabang, the new harbour, has been put in as good a state of defence as the shortage of time will allow. Padang, Sourabaya, and other ports are garrisoned and the Governor General has issued strict orders to keep the movement of troops a secret.

It is a matter of the most supreme importance that we should retain our Colonies, as without them our nation is reduced to a condition of no importance whatever. Their loss would mean the fall of an ancient and glorious country.

Reports come in from all sides concerning the doings of Japanese ships in Dutch waters. The ships of Admiral Uru are at Lubuan. Two Japanese warships entered Teluk Betong and treated the authorities "with haughtiness." They went ashore to send a telegram to Japan, and then they demanded coal, but left on the refusal of the Hollanders.

Spies have also been noticed in Java and Sumatra and everything shows that Japan is carrying out a clearly thought-out policy in the East Indies. The probabilities that the Russians will pass along the south coast of Java and there meet the Japanese are great. If we are not able to enforce strict neutrality will not the Powers interfere? Much will depend on what England, America and Germany will say.

Every opportunity should be taken of getting assistance from another Power. Situated as we are, we are at the mercy of our enemies. What will Holland do? Shall we offer another power a part of our Colonies? Shall we follow the advice of the *Telegraaf* and make an offensive and defensive alliance with Germany? It is very likely that Germany will risk burning her fingers for the sake of Holland. Never yet has a small country been in such a predicament.—*Scrapes Free Press*.

## FRENCH NEUTRALITY.

The *Japan Chronicle* publishes from the instructions issued to French authorities the following rules:

1.—In case whatever is a belligerent ship allowed to make use of a French port, or the port of a country under French protection, for purposes of war, or for procuring arms or munitions of war, or for executing under cover of effecting repairs any work that would tend to increase her fighting power.

2.—The duration of the stay in French ports of belligerent ships unaccompanied by a prize or prizes is limited by no special regulation. However, to be authorised to remain in port, such vessels are bound to conform to usual conditions of neutrality, which may be summed up as follows:—

(a) Ships admitted to the benefit of asylum must preserve peaceful relations with every other vessel anchoring in the port, and particularly with the ships of the enemy.

(b) The said ships must not, with the aid of resources procured from shore, increase their war material, reinforce their crews, or enrol volunteers, even from among residents of their own nationality.

(c) They must abstain from all inquiries regarding the force, location, or resources of their enemy, from departing suddenly in order to pursue hostile vessels the approach of which may be signalled—in a word, to refrain from using the port of asylum as a base for any operation whatever against the enemy—and must use neither force nor ruse to recapture prizes taken by the enemy, or to deliver prisoners of their nationality.

A belligerent ship can only be furnished with victuals, provisions, supplies, and means of repair that are necessary for the subsistence of the crew and the safety of her navigation.

Now, it is evident from the tenor of these rules which, it must be remembered, are identical with those issued upon the outbreak of the Hispano-American War, that the French Government does not regard the stay in a French port of a belligerent ship as in itself an offence against neutrality; and in the absence of international compact declaring what are the duties of neutrals in this respect Japanese journals would do well to bear this consideration in mind instead of at once jumping to the conclusion that France is deliberately straining its regulations in order to assist Russia.

THE RUSSIAN FLEET IN A TYPHOON.

The following telegram purporting to have been dispatched from Saigon on May 5th to the Manila *Cablenews* is reproduced with all reserves:—"A severe typhoon has seriously damaged several of the ships of the Baltic fleet under Admiral Rozhdestvensky which is now at Van Feng Bay. The vessels were manoeuvring outside and received the full force of wind and water. Two of them were knocked about considerably and it is believed that their machinery was somewhat crippled. One in particular must be in a condition which would make it impossible for her to fight to any advantage as her guns were knocked away and she shipped a good deal of water. While the fleet is well in French China water, it is the evident intention to go north to Petropavlovsk as soon as is joined by the third squadron which has passed Singapore according to cables from there."

## THE IMMINENT BATTLE.

The relative strength of the two armadas is being thus set forth in Japan:

## ROZHDESTVENSKY'S FLEET.

Name	Tons	Mt. M.	Min. B.	Gun.
Battleships				
Alexander III	14,516	13	4-12 in.	& 120 mm.
Orion	13,516	13	4-12 in.	& 120 mm.
Admiral Savchenko	13,516	13	4-12 in.	& 120 mm.
Dorodzhin	13,516	13	4-12 in.	& 120 mm.
Novik	9,476	13	4-12 in.	& 86 mm.
Ostrovitsa	12,674	13	10 in.	& 104 mm.
Nisus (cruiser)	8,890	13	4-12 in.	& 94 mm.
Cruisers				
Aurora (protected)	6,329	20	8-6 in.	
Nakaz (Protected)	8,524	13	8-6 in.	& 120 mm.
Samson (Protected)	8,524	13	8-6 in.	& 120 mm.
Vaz (Protected)	3,225	13	6-17 in.	rapid fire guns.
Zembla (Cruised)	2,161	13	12-4 in.	
Svetlana (Cruised)	3,982	20	6-5 in.	
Ushio (Cruised)	3,100	21	6-5 in.	guns.
Total	80,644	13		

## TOKIO'S SQUADRON.

Name	Tons	Mt. M.	Min. B.	Gun.
Battleships (1st class)				
Mikasa	12,300	13		
Aki	13,516	13		
Asahi	13,516	13		
Yashima	13,516	13		
Fujisawa	12,560	13		
(2nd class)				
Chitose	7,359	13		
Crusader (Armoured)	6,750	21	4-12 in.	
Kuroshio	9,750	21	4-12 in.	
Yodo	9,750	21	4-12 in.	
Itami	9,750	21	4-12 in.	
Iwate	9,890	22	4-12 in.	
Yakumo	8,850	21	4-12 in.	
Ara	9,156	21	4-12 in.	
Kitakami	9,156	21	4-12 in.	
Nishio	7,583	20	4-12 in.	
Cruisers (Protected)				
Takao	3,924	24	8-6 in.	
Kiso	3,924	21	8-6 in.	
Chitose	4,744	23	8-6 in.	
Isokaze	4,277	17	8-6 in.	
Hida	4,277	17	1-12 in.	
Matsushima	4,277	17	1-12 in.	
Namuya	3,727	19	2-10 in.	
Takachiho	3,727	19	2-10 in.	
Nisio	3,150	20	4-12 in.	
Tashima	3,150	20	4-12 in.	
Uto	3,066	21	4-12 in.	

## THE STRIKE RIOTS AT CHICAGO.

As being supplementary to the *Daily Press* telegram of the 5th inst., we republish the following from the Manila *Cablenews*:

Chicago, May 4.—As predicted yesterday Chicago is to-day in the hands of a fierce mob. The strike of the members of the Teamsters Union has brought about a frightful condition of affairs, and blood soiled the streets in many districts. The police are apparently unable to cope with the tens of thousands of union men and sympathizers who have joined with the teamsters, and there will be much loss of life.

The employers who are bandied together for mutual protection called on the mayor to-day and asked that troops assist in maintaining law and order. The mayor firmly refused and said that the city authorities could handle the strike. This is in line with his policy and political affiliations, which are socialist.

The employers here tried to bring in men to take the places of the strikers, but so far have been unsuccessful as the strikers have agents all over this and other States to dislodge by word or blow the men sought. The strike had worked terrible hardships on the poor as the necessities of life are scarce on account of the inability of the butchers, bakers and grocers to get goods delivered to their establishments. Fortunately the weather is warm and cool is not needed for heating.

The strikers practically control the streets and hundreds of assaults take place hourly. The hospitals are filled with the injured.

## SHIPPING NOTES.

MORE RESUMED GALLEONS.

The *Robert K.* returns to Manila for the purpose of bringing to Hongkong the Spanish bulk *Mindeano*.

## THE N. D. L. "TRAVK."

The well-known N. D. L. trans-Atlantic liner *Travk* arrived at Woosung on May 2nd. The steamer, says the *N. C. Daily News*, has been chartered by the Russian Government to take home a large body of the refugees now in the Settlement. The *Travk* is one of the company's fastest boats and she made the run out from Port Said to Singapore in thirteen days, carrying the record mail, as far as quick dispatch is concerned, to that point. Considering the typhoon in the China sea, and the fog in the Formosa Channel, the run from Singapore to Shanghai in six days and two hours was also very fair. Capt. Ursan reports that he saw nothing of the Russian Fleet coming up, but the fog prevailing may have been the reason.

STEAMER MOVEMENTS.

The M. M. str. *Palermo*, with the next French mail, left Singapore on Monday, the 8th inst., at 6 p.m. for this port via Saigon.

The F. & O. str. *Palermo* left Singapore for this port on the 8th inst., at 1 p.m.

## MARINE MAGISTRATE'S COURT.

Tuesday, 9th May.

BEFORE HON. CAPT. L. A. W. BARNES LAWRENCE, R.N. (MARINE MAGISTRATE).

NEGLIGENCE NAVIGATION.

Kwak Pat, master of the steam launch *Gretchen*, was charged, at the instance of Capt. R. W. Onslow of H.M.S. *Andromeda*, with negligently navigating his launch in the waters of the Colony on the 4th instant.

Midshipman L. West stated that on the 4th instant about noon, while in charge of the picket boat steaming towards Murray pier, he observed the *Gretchen* on his port bow, near the Dockyard Extension, steaming across the course of the picket boat on a course parallel to the shores. When about 100 yards distant, the *Gretchen* sounded two blasts on her whistle as if she were altering course to port, which she did not do. She continued her course speed, and had it not been that I eased speed of the picket boat and ported my helm, there would have been a serious collision. As it was, the boats passed within a few feet of one another.

His Worship suspended defendant's certificate for six weeks.

## THE MACKAY TREATY.

It begins to look as if the British Government is not always solely to blame for its ignorance of conditions in China. We thought Mr. E. S. Little's complaints were "peculiar enough"; but our Minister at Peking seems to think otherwise. Vide the following letter sent to the *North-China Daily News*: Sir—Referring to the telegram to the Foreign Office, I forwarded the same to Peking through the British Consul here, asking the Minister to be good enough to forward the same to Lord Lansdowne. Late last night I received a reply that the Minister regretted he was unable to be the channel for forwarding this message to the British Government, and further informing me specific complaints from British subjects would receive the attention of himself and His Majesty's Government.

Since British authorities are unwilling to forward a telegram from British merchants, I have this morning dispatched the same direct to Lord Lansdowne. The telegram which was signed by more than seventy British merchants, is worded as follows:—

British merchants draw Government's attention to fact China ignores Mackay Treaty rendering same ineffective. In most essentials China actively opposes currency, mining, taxation, navigation stipulations. Beg British Government insist on Treaty being made immediately operative.

The public will probably be interested to know that the same telegram has been forwarded to the China League with the special request that Members of Parliament, who are also members of the League, will urge the question on the Government in the House of Commons.

I understand also that the China Association has wired

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed.

Letter 2.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET.

"THE OAK," No. 33, CONDUIT ROAD, Six Roomed House, with Tennis Court.

Apply to— C. F. DE CARVALHO,

Care of H. and S. Bank.

Hongkong, 16th May, 1905. [1173]

## PUBLIC AUCTION.

"THE OFFICE of LUTGENS, EINSTMANN & CO., has been removed to No. 2, PEDDER STREET, opposite the Hongkong Hotel, Side entrance.

Hongkong, 8th May, 1905. [1157]

## NOTICES OF FIRMS

## NOTICE.

WE have this day WITHDRAWN our POWER OF ATTORNEY in favour of Mr. Ernest J. Moss, the late Manager of our Foochow Branch, who is no longer in the employ of our Firm.

DODWELL & CO., LTD.

Hongkong, 8th May, 1905. [1173]

## NOTICE OF REMOVAL.

"THE OFFICE of LUTGENS, EINSTMANN & CO., has been removed to No. 2, PEDDER STREET, opposite the Hongkong Hotel, Side entrance.

Hongkong, 8th May, 1905. [1157]

## NOTICE.

"WE have authorised Mr. FREDERICK SALINGER to sign our Firm from this date.

REISS & CO.

Hongkong, 5th May, 1905. [1148]

## INTIMATIONS

PRAYA EAST RECLAMATION.

MARINE LOT OWNERS interested in the above are invited to attend a meeting to be held in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, SATURDAY next, the 13th instant, at 3 o'clock P.M.

C. P. CHATER.

Hongkong, 9th May, 1905. [1167]

## WANTED.

PARTNERSHIP—CONSULTING ENGINEER. British Engineer desired.

Partnership with a Reliable Man or Firm.

Willing to put in Capital. Principles only.

Apply— A. B. C.

Care of Daily Press Office.

Hongkong, 9th May, 1905. [1165]

## NOTICE.

"ON and after this date I WILL NOT BE RESPONSIBLE for any DEBTS contracted by my Wife, Mrs. ALMIRA FRANCISCA THOMAS.

GEORGE THOMAS.

Hongkong, 6th May, 1905. [1156]

## WANTED.

YOUNG Gentleman desires situation as GENERAL OFFICE ASSISTANT. Has a thorough knowledge of Bookkeeping, Typewriting, and can also speak the Chinese. Colloquial fluently. Excellent references.

Apply to— C. R.

Care of Daily Press Office.

Hongkong, 29th April, 1905. [1102]

## WANTED.

A CHINESE CLERK, able to Read and Write English as well as Chinese, one accustomed to Office Work preferred. Good salary to suitable man.

Apply— BOX 684.

Care of Daily Press Office.

Hongkong, 6th May, 1904. [1151]

## WANTED.

A N ASSISTANT MATRON for a Boys' Boarding School.

Apply to— REV. F. T. JOHNSON.

St. John's Cathedral.

Hongkong, 9th May, 1905. [1164]

## LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

B. R.

Care of Office of this Paper.

Hongkong, 16th May, 1903. [49]

## SUN FAT CO

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR, EMBROIDERIES, LACKS, SULKIS, PONGEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS,

EBONY FURNITURE AND FANCY GOODS NO. 82, QUEEN'S ROAD CENTRAL, Any Order Promptly Attended To

Hongkong, 12th January, 1905.

## NOTICE TO MARINERS.

No. 232 (Special).

## CHINA SEA.

## SWATOW DISTRICT.

Wreck of Chinese Gunboat "HUANGTAI" off Breaker Point.

WITH reference to Notice to Mariniers, No. 179 (Special), dated the 25th September, 1903, NOTICE IS HEREBY GIVEN that the 6-foot conical White Buoy temporarily placed to mark the wreck of the Chinese gunboat "HUANGTAI" has disappeared and will not be replaced.

H. G. MYHRE,

Acting Deputy Coast Inspector, Coast Inspector's Office, Shanghai, 1st May, 1904. [1125]

## CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 72.

REMOVAL OF THE TAI-SHEK BARRIER, BACK REACH.

NOTICE IS HEREBY GIVEN that the Steam Dredger Canton River will commence work at the TAI-SHEK BARRIER on or about the 14th inst.

Masters of vessels should continue to navigate the old channel until further notice, slow down when approaching the Barrier and pass only at such a rate of speed as is compatible with safety.

Dredging operations will be commenced at a position 400 feet to the South of the present Beacon.

The dredger will exhibit by night the usual lights of a vessel at anchor—i.e. A white anchor light forward and a stern light.

J. HOWELL MAY,

Harbour Master.

Approved,

F. J. MAYER,

Acting Commissioner of Customs.

Custom House, Canton, 3rd May, 1905. [1158]

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM."

2,383 tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back. Hour of departure—From Hongkong at 9 A.M. arriving at Macao about NOON. Hour of departure—From Macao at 7 P.M. arriving at Hongkong about 10 P.M.

FARES—

First Class Single \$2 ... Return \$4.

Second Class Single \$1 ... Return \$2.

Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Chits will be accepted, and Servants' passages must be paid for.

T. ARNOLD,

Secretary.

Hongkong, 3rd May, 1905. [1134]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

## FOR ACCOUNT OF THE CONCERNED.

FRIDAY AND SATURDAY, the 12th and 13th May, 1905, commencing each day at 2 P.M. sharp, at their Sales Rooms, No. 8, Des Vres Road, Corner of Ice House Street.

A VERY FINE COLLECTION OF JAPANESE CURIOS AND WORKS OF ART.

COMPRISES—

SILK EMBROIDERED PALACE AND TEMPLE HANGINGS, BED COVERS, CUSHIONS, VERY FINE SITSUMA TA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZES and BRASS VASES, SILK-EMBROIDERED SCREENS, GOLD and SILVER SCREWS, GOLD LAQUERED CABINET, &c. &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 8th May, 1905. [1159]

## 10 LET

## TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.

Apply— Care of Daily Press Office.

Hongkong, 9th March, 1905. [675]

## TO LET.

NEW "KINGSCLERE" with Stables, entrances in both Kennedy and MacDonnell Roads.

For full particulars, apply to

LINSTEAD & DAVIS,

Alexandra Buildings, 3rd Floor.

Hongkong, 17th February, 1905. [473]

## TO LET.

EYRIE, Unfurnished. Newly repaired, Painted and Colourwashed.

No. 4, BELLIOS TERRACE, 1st Row.

No. 21, " 3rd Row.

No. 19, " 3rd Row.

No. 20, " 3rd Row.

No. 7, BEACONSFIELD ARCADE, Top Floor.

BISHOP'S LODGE SOUTH (Furnished) from 3rd June for 2 or 3 months.

"WESTWARD HO" Bonham Road, Ground Floor.

No. 1, DES VEAUX VILDAS.

BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

2ND FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to— LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 26th April, 1905. [80]

## TO LET.

NO. 22, ROBINSON ROAD.

ONE ROOM, on 1st Floor of No. 2, Pedder Street, for Office.

Apply to— AHMET RUMJAHIN.

Hongkong, 29th April, 1905. [103]

## TO LET.

NO. 12, KNUTSFORD TERRACE.

KOWLOON.

Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 5th May, 1905. [1143]

## TO LET.

NO. 1, RIPPON TERRACE.

FLATS in RIPPON TERRACE, facing the Poole Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKES PIER).

GODOWNS, PRAYA EAST.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 29th June, 1904. [81]

## TO LET.

WITNESS IMMEDIATE POSSESSION OF "FOREST LODGE" Caine Road.

Apply to— H. N. MODY.

# ROBINSON PIANO Co. LTD.

THE  
PREMIER PIANO

FIRM AND THE  
ONLY PIANO SPECIALISTS  
IN HONGKONG: NOT  
MERE DEALERS, BUY-  
ING AT ONE PRICE AND  
SELLING AT ANOTHER,  
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PRACTICAL EXPERTS  
AND  
MANUFACTURERS  
DEVOURED EXCLUSIVELY  
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## FACTS OF THE FIRST IMPORTANCE TO PIANO BUYERS.

This Company is also by far  
the LARGEST PIANO BUYER  
IN CHINA and gives the most  
SOLID VALUES and  
Wide Selection of Makes  
Chosen at the Factories and  
ABSOLUTELY GUARANTEED.

Hongkong, 6th April, 1905. [69]

## BOARD AND RESIDENCE PENSION FRANCAISE AND RESTAURANT.

49, POTTERING STREET,  
TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK.  
Terms: \$3.50 per day.  
Reduced Terms for an Extended Stay.

Hongkong, 13th January, 1905. [100]

## BOARD AND RESIDENCE.

MRS. GILLIANDERS  
"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 19th March, 1904. [761]

## "TANG YUEN." BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine  
and Accommodation.  
Apply— MANAGERESS,  
Macdonell Road

or  
FAIRALL & CO., Queen's Road  
Hongkong, 2nd March, 1903. [51]

## FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE,"  
2 & 4, KENNEDY ROAD,  
and  
"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort  
Well furnished rooms facing the harbour

For terms, apply to—  
MRS. G. SACHSE,  
"St. George's House,"  
Hongkong, 15th March, 1903. [70]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1903. [69]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER  
BOAT CO. LTD., is prepared to supply  
ANY QUANTITY of PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.

Call Flag W.  
J. W. KEW  
Manager  
1st Floor, 37, Connaught Road  
Hongkong, 13th June, 1905. [69]

## THE DIRECTORY AND C H R O N I C L E FOR 1905

Complete Edition ... \$10.00  
Small ... 6.00  
Obtainable at the Hongkong Daily Press Office  
and from the Local Booksellers.

PRINTING.  
"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## PUBLIC COMPANIES

THE GREEN ISLAND CEMENT  
COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 30 and 2  
SHARES standing in the Register of  
this Company in the names of WONG LAM  
and APCAR, GABRIEL APCAR respectively  
having been LOST, viz.—

Scrip No. 811—13359/15413—15 Shares.

" 228—28338/28352—15 "

" 673—12362/12263—2 "

32 Shares.

NOTICE IS HEREBY GIVEN that  
Duplicate Certificates for the said 32 Shares  
will be issued one month hence, and that the  
Original Certificates unless produced within  
that period will thereafter be held by the  
Company as null and void.

SHEWAN, TOME'S & CO.,  
General Managers.  
Hongkong, 13th April, 1905. [988]

THE CHINA AND MANILA STEAM  
SHIP COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 71 SHARES  
standing in the Register of this Com-  
pany in the name of SI TAXY have been LOST,  
viz.—

Scrip No. 15—951/990—40 Shares.

" 215—941/950—10 "

" 216—3902/3922—21 "

71 Shares.

NOTICE IS HEREBY GIVEN that  
Duplicate Certificates for the said 71 Shares  
will be issued one month hence, and that the  
Original Certificates unless produced within  
that period will thereafter be held by the  
Company as null and void.

SHEWAN, TOME'S & CO.,  
General Managers.  
Hongkong, 13th April, 1905. [989]

CANTON INSURANCE OFFICE  
LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that  
SCRIPT CERTIFICATE No. 584, issued  
17th August, 1882, for One Share numbered  
3760, in the above Office, standing in the name  
of Mr. LE KWONG KAM, of Shanghai, has  
been lost, and should the same not be produced  
before the 18th instant a NEW SCRIPT  
CERTIFICATE will be issued to the said Mr.  
LE KWONG KAM, and no Transaction taking  
place under the said Script Certificate No. 584,  
will be recognized by the Office.

JARDINE, MATHESON & CO.,  
General Agents,  
Canton Insurance Office, Limited.  
Hongkong, 4th May, 1905. [1137]

THE GREEN ISLAND CEMENT  
COMPANY, LIMITED.

FINAL NOTICE.

ALL Shareholders who were entitled to a  
proportion of the New Issue and who  
had not applied for such must apply im-  
mediately.

Interest will be charged at the rate of twelve  
per cent, per annum on \$10 the amount payable  
in respect of each share from the 31st day of  
March, 1905.

No application will be received after the 31st  
day of May.

SHEWAN, TOME'S & CO.,  
General Managers.  
Hongkong, 26th April, 1905. [1082]

THE CHINA AND MANILA STEAM  
SHIP COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 700 and 360  
SHARES standing in the Register of  
this Company in the name of ANTONIO,  
OSORIO and TAM BON CHIU have been  
LOST, viz.—

In the name of ANTONIO, OSORIO:—  
Scrip No. 380/382—3429/2603 in scrip  
of 25 ... 75 Shares.

" 383—4529/4553 ... 25 "

" 384/386—2824/2898 in scrip  
of 25 ... 75 "

" 387—4690/4720 ... 25 "

" 389/391—3424/3500 in scrip  
of 25 ... 75 "

" 392—4950/4974 ... 25 "

" 395—5757—5821/5880 in scrip  
of 25 ... 50 "

" 317/320—19501/19510 in scrip  
of 25 ... 100 "

" 321/324—19501/19505 in scrip  
of 25 ... 100 "

" 325/328—19511/19530 in scrip  
of 50 ... 200 "

" 325/328—19511/19530 in scrip  
of 50 ... 200 "

760 Shares.

In the name of TAM BON CHIU:—  
Scrip No. 329/336—19351/19750 in scrip  
of 25 ... 200 Shares.

" 337—19751/19789 ... 40 "

" 662—2350/23656 ... 100 "

" 663—2360/23625 ... 20 "

360 Shares.

NOTICE IS HEREBY GIVEN that  
Duplicate Certificates for the said 1,120 Shares  
will be issued one month hence, and that the  
Original Certificates unless produced within  
that period will thereafter be held by the  
Company as null and void.

SHEWAN, TOME'S & CO.,  
General Managers.  
Hongkong, 4th May, 1905. [1138]

VISITORS TO CANTON.  
Should purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."

BY  
CAPTAIN C. V. LLOYD (S.S. "HANKOW")  
With Illustrations, Maps and Plans.

Price ..... \$1.00

On Sale at—

Hongkong: "DAILY PRESS" Office,  
Messrs. KEELEY & WALSH,  
Messrs. W. BEEBE & CO.,  
Canton: Messrs. A. S. WATSON & CO.

Hongkong, 4th October, 1905.

## SCIENTIFIC MISCELLANY.

INTERNAL PRESSURE OF SUN AND PLANETS  
A PERFECT SCREW—A NEW DENTAL ENGINE  
—KEEP THIS HEART YOUNG—TEMPERATURE  
MADE SPECIES—THE BODY IN WATER—  
SUN SPOTS AND TIDES—ANIMAL SPEEDS—  
PROMISING POTATOES—PORTABLE GAS.

Estimating the physical conditions of the sun  
and the planets, Prof. T. J. See has cal-  
culated the pressures due to gravity, with results  
that are certainly striking. At the earth's  
centre the pressure is so enormous that figures  
give only a faint idea of it, and it may be  
stated to be as great as that of a column of  
mercury 7839 times as high as the Eiffel Tower.  
At the sun's centre—who can conceive of it?—  
the probable pressure is nearly 212 billion  
atmospheres! To exert such a pressure under  
terrestrial gravitation, a column of mercury  
would have to be high enough to extend beyond  
the sun.

So important is the matter of a standard  
screw for gun fittings and other accurate work  
that a committee of the British War Office has  
spent four years upon the problem. A special  
lath—the only one of its kind in the world—  
has been constructed, and the screw at last  
produced is regarded as a marvel of scientific  
accuracy. It is three feet long, with no deviation  
in any part of more than one thousandth  
part of an inch.

The spring-motor of Dr. Berent, a French  
surgeon-dentist, rotates a flexible cable 500 to  
1,500 times per minute, running twelve minutes  
to an hour and a half according to the work  
performed, and is intended for dental and bone-  
cutting operations, massaging, etc. It is wound  
by the help of a metallic cord. It has proven  
exceedingly useful where electric power is not  
available and can be taken to patients' homes  
or elsewhere.

Yogurt is the name given Xavier Dybovits's  
special kind of curdled milk. It looks like  
cream-cheese, but has a taste so disagreeable that  
as a remedy for growing old it is declared to be  
worse than the disease.

The art of keeping young, we are told by  
Prof. Goldschneider, of Berlin, consists in  
keeping sound the blood-vessels, for we are only  
as old as the heart and the arteries. Long life  
is best ensured by early attention to the heart,  
though care begun in old age will often accom-  
plish much. A great danger lies in abnormal  
demands on the organ, and little injuries  
accumulate, so that serious harm must come  
from frequent repetitions of the use of heart  
poison like alcohol or tobacco, of eating too  
much, of too great muscular effort, or even of  
mental overwork. Moderation in all things is  
required. Exercise should not be violent nor  
too little in amount, elasticity of the blood  
vessels should be promoted by frequent exposure  
of the skin to air and water, and work, food and  
sleep should be thoughtfully adjusted. Old  
people need constant movement, with not too  
much sleep.

The artificial production of new species of  
animal as well as of plant life opens up startling  
possibilities. In his years of experiments, Prof.  
Standfuss of Zurich, has taken 6,000 or more  
ordinary caterpillars in different stages of  
metamorphosis, and has exposed them to abnor-  
mal temperatures varying from 25 deg. to  
100 deg. F. They mostly developed into  
butterflies of ancient species, now very rare,  
while some produced new and wholly unknown  
species. One spring butterfly had summer de-  
scendants of different form and colour, but the  
chrysalis of this second form yielded the parent  
variety at the proper temperature.

The human body has been lately proven by  
Dr. Ferrier, a French investigator, to be some-  
times heavier and sometimes lighter than pure  
water, so that a person may float in salt water  
and sink in fresh. Abnormal lightness seems  
to occur in certain victims of hysteria and  
nervous disease, and in witchcraft days the  
"trial by water" would have convicted such  
unfortunates as being in league with the devil.

The world's roses are estimated by J. G.  
Baker, F. R. S., to include 69 primary species  
Of these 29 grow native in Europe; 26 in  
Northern Asia; 18 in Western Asia; 9 in  
India; 10 in Western North America; 6 in  
Eastern North America.

In considering that the planets produce tides  
in the sun's atmosphere, M. Emile Artaux  
classifies such tides as binary, ternary and  
quaternary, according to the number of planets  
acting together in opposition or conjunction.  
The ternary tide, due to the combined action of  
Jupiter, Venus and the earth, is supposed to be  
the most important factor in regulating the  
appearance of spots, and a curve showing the  
fluctuations in the strength of this tide, as  
calculated from the planetary positions, agrees  
fairly well with the sun-spot curve for the years  
1910 to 1905. This ternary tide has a period  
of eleven years, its variations being due to  
planetary eccentricities, chiefly to those of  
Jupiter.

The speed table of animals of Mr. Thomson  
Seton, as calculated from actual timings by  
stop watch, credits the greyhound with 34  
miles an hour; the race-horse with 32; the  
American prong-horn antelope, with 30; the  
American "jack-rabbit" with 28; the common  
fox with 26; the coyote, or foxhound with 22;  
and the American grey wolf with 20. A man's  
best speed is 14 miles an hour, the ordinary  
runner's being 12.

The potato imported in recent years from  
Uruguay into Europe has been regarded as  
only fit for feeding to cattle. In his cultivation  
experiments at Vienna, however, M. Labergerie  
has succeeded by persistent selection in produc-  
ing several improved varieties, and has raised  
about forty tons to the acre of potatoes fit for

table use. The plant flourishes in moist places,  
a peculiarity being the production of both  
underground and aerial tubers.

The now illuminating gas of Blau, an  
Augsburg chemist, is prepared in a special  
apparatus from the residuum of petroleum and  
heavy mineral oils. Great economy is claimed,  
with ready portability in cylinders and tanks.  
The gas gives a brilliant light for streets or  
public buildings, and it has the advantage of  
not easily exploded.

THE "WENCHOW" AND THE  
WHALE.

The China Navigation Co.'s steamer  
Wenchow, Captain Packett, while on a voyage  
from Shanghai to Chefoo, met with an adver-  
tage which is almost unique in the annals of  
shipping. She left Shanghai on the 20th of  
April and arrived at the N. E. Promontory at  
9.15 a.m. on the 23rd. Alceste Island was passed  
at 9.40 a.m., distance off, one mile, and twenty  
minutes later the Captain and chief officer  
who were on the bridge, keeping an eye open  
for mines, discovered a black object two points  
on the port bow, which on examination proved  
to be a whale blowing. Whilst watching it, it  
sounded and a minute after struck the Wenchow  
on the port bow under water, shaking her  
from stem to stern. It then passed under the bottom of the ship, causing her to  
sway all over, and got foul of the propeller,  
almost bringing the engine up standing for  
two or three revolutions, as the blades sliced  
into the huge mass. Clear of the ship it reared  
its enormous head out of the water for fully 50  
feet

## SHIPPING.

## ARRIVALS.

BAYERN, German str., 3128, H. Formes, 9th May.—Hamburg and Singapore 5th May, Mail and General.—Melschers & Co.  
DUFFERIN, British str., 3367, Tiffance, 9th May.—Fuku 3rd May.  
FORSTICK, German str., 1814, Ollerich, 9th May.—Newport 1st Jan. and Hongkong 5th May, Bidaiast.—Jebson & Co.  
HARDEN, British str., 636, A. J. Robson, 10th May, Tamsui, Amoy and Swatow 8th May, General, Douglas Lapraik & Co.  
HANGSANG, British str., 9th May.—from Canton.  
KUNYANG, British str., 2477, E. J. Butler, 8th May.—Calcutta 2nd April and Singapore 3d May, General—Jardine, Matheson & Co.  
KWANGLEE, Chinese str., 1365, R. Lincoln, 10th May.—Shanghai 6th May, General.—C. M. S. N. Co.  
KWANTAH, Chinese str., 9th May.—from Canton.  
M. STRUYVE, German str., 166, P. Brandt, 8th May.—Manila 5th May, General—Skarsen & Co.  
PREUSSEN, German str., 3,278, R. Dahl, 9th May.—Yokohama and Shanghai 6th May, Mail and General.—Melschers & Co.  
SUNGKANG, British str., 1,021, Penelather, 9th May.—Holo 5th May, Sugar—Butterfield & Swire.  
TARING, British str., 1,350, A. W. Outerbridge, 8th May.—Cebu 5th May.—Butterfield & Swire.  
VOCHOW, British str., 6th May.—from Canton.  
ZAFIRO, British str., 1,611, R. Rodger, 8th May.—Manila 6th May, General.—Shewan, Tomes & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE  
9th May.  
H. A. Brack, Norwegian str., for Moji.  
Charterhouse, British str., for Amoy.  
Hue, French str., for Kwangchauwan.  
Kwangtung, Chinese str., for Canton.  
Prince Sigismund, German str., for Kobe.  
Yachow, British str., for Ningpo.

## DEPARTURES.

9th May.  
ANDREW RICKMANS, Gier str., for Bangkok.  
CHINA, American str., for San Francisco.  
DEVAWONGSE, German str., for Bangkok.  
HAICHING, British str., for Swatow.  
HELENE, German str., for Hoilow.  
HERKILLS, Swedish str., for Shanghai.  
JACOB DIEGERTHORN, Gier str., for Huiphong.  
JASON, British str., for Calcutta.  
SUBANG, British str., for Manila.  
VENUS, American str., for Manila.  
ZAIKA, British str., for Amoy.

## SHIPPING REPORTS.

The German str. *Premiere* reports: Dense fog during the voyage.

The British str. *Sing Liang* reports: Fine Light N.E. winds.

The British str. *Hainan* reports: Light to strong N.E. winds and foggy, moderate sea.

The British str. *Tianyao* reports: Light northerly winds, fine clear weather and smooth sea.

The Chinese str. *Kwangtung* reports: Light S.S.W. and W.S.W. winds, with thick fog throughout the passage.

The British str. *Kuangtung* reports: Fine clear weather with light E.N.E. to N.N.E. winds and smooth sea throughout the passage from Singapore.

## VESSELS IN DOCK.

9th May.  
KOWLOON DOCKS.—H. A. Brack, H.M.S. Albion, Hoiching, Ichie.

## VESSELS ON THE BERTH

## FOR SHANGHAI.

(Taking cargo at through rates to Tsingtao and Chemulpo).

## THE Steamship

"LYEEMOON," Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 10th instant, at 5 P.M. This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 6th May, 1905. [1154]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

## "HAIMUN."

Captain Robson, will be despatched for the above ports TO-MORROW, 11th inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 6th May, 1905. [1163]

## FOR CHEFOO AND TSINGTAU.

(Taking cargo at Through Rates to Chemulpo and Tientsin.)

## THE Steamship

"FISHER," Captain Chr. Rafen, will be despatched for the above ports on Friday, 12th inst., at 4 P.M. For Freight, apply to

SIEMSEN & CO., Agents.

Hongkong, 6th May, 1905. [1170]

## BEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP. THE Steamship

## "BENALDFR."

Captain McIntosh, will be despatched as above on MONDAY, the 15th May.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th April, 1905. [172]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

STEAMERS LEAVING

TAMSUI VIA SWATOW { "PROTEUS" SUNDAY, 14th May, at 8 A.M.

AND AMOY { CARL MOLLER TUESDAY, 16th May, at 10 A.M.

SHANGHAI VIA SWATOW { "CLARA JENSEN" Hendrixon WEDNESDAY, 17th May, at 10 A.M.

AMOY AND FOCHOW { "B. BJORNSEN" C. OLSEN SUNDAY, 21st May, at 8 A.M.

ANPING VIA SWATOW { "FRITJOF" H. A. HARALDSSEN

AND AMOY {

For Freight, Passage, and further information, apply to Bradley & Co.

LATE

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W. together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 10th inst.
LONDON & ANTWERP	BENALDFR.	Brit. str.	—	McIntosh	GIBB, LIVINGSTON & Co.	On 15th inst.
LONDON & PORTS OF CALL	CHURAN	Brit. str.	1 m.	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 4th July.
AMSTERDAM, LONDON & ANTWERP	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th July.
AMSTERDAM, LONDON & ANTWERP	DARDANUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 6th June.
MARSEILLES, &c. VIA PORTS OF CALL	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th June.
MARSEILLES, &c. VIA PORTS OF CALL	DUMBEA	Frenstr.	—	Royer	MESSAGERIES MARITIMES	On 16th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	Dahl	MELCHERS & CO.	Today, at Noon.
HAVRE, BUNGEN & HAMBURG VIA STRAITS, &c.	SCOGVIA	Ger. str.	k. w.	Horn	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FERD. LAEISZ	Ger. str.	k. w.	Horn	HAMBURG-AMERIKA LINIE	On 12th June.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISAGVIA	Ger. str.	k. w.	Horn	HAMBURG-AMERIKA LINIE	On 25th June.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILLA	Ger. str.	—	Berberovich	SANDEL WIELER & CO.	On 20th July.
HAVRE & HAMBURG VIA STRAITS, &c.	MARIA VALERIE	Aus. str.	—		BUTTERFIELD & SWIRE	On 20th June.
HAVRE & HAMBURG VIA STRAITS, &c.	LAERTES	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th June.
HAVRE & HAMBURG VIA STRAITS, &c.	DEUCALION	Brit. str.	1 m.		STANDARD OIL CO.	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	PRIMA	Brit. str.	1 m.		SHEWAN, TOME & CO.	On 18th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	KENNEDEC	Brit. str.	—		DODWELL & CO. LTD.	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOLL	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAGAMI	Brit. str.	k. w.		MELCHERS & CO.	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NUBIA	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPERESS OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHENIAN	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NINGCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 16th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	HYADES	Brit. str.	—		STANDARD OIL CO.	On 16th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ARALIA	Brit. str.	1 m.		SHEWAN, TOME & CO.	On 17th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	TSIANT	Brit. str.	—		DODWELL & CO. LTD.	On 20th June.
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ SIGISMUND	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 20th June.
HAVRE & HAMBURG VIA STRAITS, &c.	EASTERN	Brit. str.	—		MELCHERS & CO.	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	PALETHON	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	CHIJIU	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	WORANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	EIGER	Brit. str.	—		JARDINE, MATHESON & CO.	On 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BEYER	Brit. str.	—		SIEMSEN & CO.	On 26th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SHANGHAI	Brit. str.	—		MELCHERS & CO.	On 27th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	LYEEMOON	Brit. str.	—		JARDINE, MATHESON & CO.	On 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SHANGHAI, KOBE & YOKOHAMA	Brit. str.	—		SIEMSEN & CO.	On 29th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	Brit. str.	—		BUTTERFIELD & SWIRE	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	CLARA JENSEN	Brit. str.	—		MESSAGERIES MARITIMES	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BENGAL	Brit. str.	1 m.		OSAKA SHOSEN KAISHA	On 1st June.
HAVRE & HAMBURG VIA STRAITS, &c.	YUCHOW	Brit. str.	—		P. & O. S. N. CO.	About 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	PROTEUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 16th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	FRITJOF	Brit. str.	—		OSAKA SHOSEN KAISHA	On 17th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	B. BJORNSEN	Brit. str.	—		OSAKA SHOSEN KAISHA	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	HAIMUN	Brit. str.	2 h.		DOUGLAS LAPRAIK & CO.	On 19th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	TAMING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	YUENSANG</					

**OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

**MONTHLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	On 10th May.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd May.
GLASGOW and LIVERPOOL	"HYSON"	On 30th May.
GLASGOW and LIVERPOOL	"PRIAM"	On 31st May.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	On 10th June.
GLASGOW and LIVERPOOL	"YANGTSE"	On 18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 18th June.
GLASGOW and LIVERPOOL	"AJAX"	On 23rd June.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DARDANUS"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 4th July.
AMSTERDAM, LONDON and ANTWERP	"GLAUCUS"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"PRIAM"	On 20th July.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 13th May.
For Freight, apply to	"YANGTSE"	On 21st June.

BUTTERFIELD & SWIRE, AGENTS.

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Hongkong, 5th May, 1905.

**CHINA NAVIGATION CO. LIMITED.**

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YOCHOW"	On 10th May.
MANILA	"TAMING"	On 16th May.
CEBU and ILIOLO	"SUNGKIANG"	On 11th May.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 13th May.
TSINGTAU, CHEFOO and TIENTSIN	"CHIHLI"	On 16th May.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
RIDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		

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Hongkong, 3rd May, 1905.

**SOUTH AFRICAN LINE OF STEAMERS.**

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Collington.
S.S. "COURFIELD"	Captain S. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS.

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Hongkong, 10th February, 1905.

**IMPERIAL GERMAN MAIL LINE.**

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIQUE PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

1905

PREUSSEN	WEDNESDAY	10th May
ROON	WEDNESDAY	24th May
BAUERN	WEDNESDAY	7th June
ZIETEN	WEDNESDAY	21st June
DARMSTADT	WEDNESDAY	5th July
SACHSEN	WEDNESDAY	19th July
SCHARNHORST	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PRINZ EITTEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
ROON	WEDNESDAY	27th September
BAUERN	WEDNESDAY	11th October
GNEISENAU	WEDNESDAY	26th October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUFTPOL	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 10th day of MAY, 1905, at NOON, the Steamship "PREUSSEN", Captain Dahl, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 8th May. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 9th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 9th May.

Contents of Package are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 27th April, 1905.

**CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN" ..... 6,000 Tons WEDNESDAY, 10th May.

R.M.S. "ATHENIAN" ..... 3,882 Tons WEDNESDAY, 24th May.

R.M.S. "EMPEROR OF CHINA" ..... 6,000 Tons WEDNESDAY, 31st May.

R.M.S. "EMPEROR OF INDIA" ..... 6,000 Tons WEDNESDAY, 21st June.

R.M.S. "TARTAR" ..... 4,423 Tons WEDNESDAY, 5th July.

Hongkong to London, 1st Class Intermediate on Steamers, 240. " 242.

Intermediate on Steamers, 240. " 242.

Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points ad AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Nav 1 Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent,  
9, Victoria Street.

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**JAVA-CHINA-JAPAN LIJN.**

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIPANAS	JAVA PORTS	First half of June	JAPAN via SHANGHAI	First half of June
TIJLATJAP.	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIMAH	JAPAN	First half of June	JAVA PORTS	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports no

through Bills of Lading.

For Particulars of Freight and Passage, apply to

HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.

Hongkong, 3rd May, 1905.

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**

CODE WORD: "DOCK," A.I. A.B.C. and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length, 722 feet.

Length on Blocks, 714 "

Width of Entrance on Top, 96 "

Width of Entrance on Bottom, 88 "

Water on Blocks at Spring Tide, 34 "

## POST OFFICE NOTICES.

The *Polynesian*, with the French mail of the 15th April left Singapore on Monday, the 8th instant, at 6 p.m., and may be expected here on or about Monday, the 10th instant. This packet brings replies to letters despatched from Hongkong on the 11th March.

• Mail for CANTON, SAMSHUI and WUCHOW will be closed on week day at 7.30 every morning. On Sunday the mail for Macao will be closed at 8 a.m.

A mail for MACAO per s.s. *Winghei* will be closed every week day at 5 p.m.

• Mails for NAMPAO, SAMHUE, KUMGANG, SAMSHUI, \*WUCHOW and \*CANTON will be closed every weekday, at 5 p.m. On Sundays the mails will be closed at 9 a.m.

\*No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR

PER

DATE

Quang Chow Wan, Hoikow, Pakhoi &amp; Haiphong

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,

VICTORIA AND VANCOUVER (B.C.)

(Supplementary mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents)

Hue

Wednesday, 10th, 9.00 A.M.  
Wednesday, 10th, Printed Matter and Samples ..... 9.30 A.M.  
Registration ..... 9.30 A.M. (Registration, with late fee of 10 cents, up to 10.00 A.M.)Letters ..... 10.30 A.M.  
Wednesday, 10th, Printed Matter and Samples ..... 10.00 A.M.  
Registration ..... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)

Letters ..... 11.00 A.M.

Wednesday, 10th, Printed Matter and Samples ..... 11.15 P.M.  
Wednesday, 10th, 3.00 P.M.  
Wednesday, 10th, 3.00 P.M.Wednesday, 10th, 4.00 P.M.  
Wednesday, 10th, 5.00 P.M.Thursday, 11th, 9.00 A.M.  
Thursday, 11th, 9.00 A.M.Thursday, 11th, 11.15 P.M.  
Thursday, 11th, 1.30 P.M.Friday, 12th, 1.35 P.M.  
Friday, 12th, 3.00 P.M.  
Friday, 12th, 3.00 P.M.Saturday, 13th, 3.00 P.M.  
Saturday, 13th, 11.00 A.M.

Sunday, 14th, 11.